

FLAGSTAFF IN 1882  
 The few buildings which were located somewhat west of today's business district.  
 This section was destroyed by fire in 1884.  
 Courtesy of The Arizona Bank, and Flagstaff Chamber of Commerce.

# NORTHERN ARIZONA AND FLAGSTAFF

IN 1887

The People and Resources

by George H. Tinker

with foreword, illustrations and index  
 added by Ben H. Tinker

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THE ARTHUR H. CLARK COMPANY  
 Glendale, California 1969

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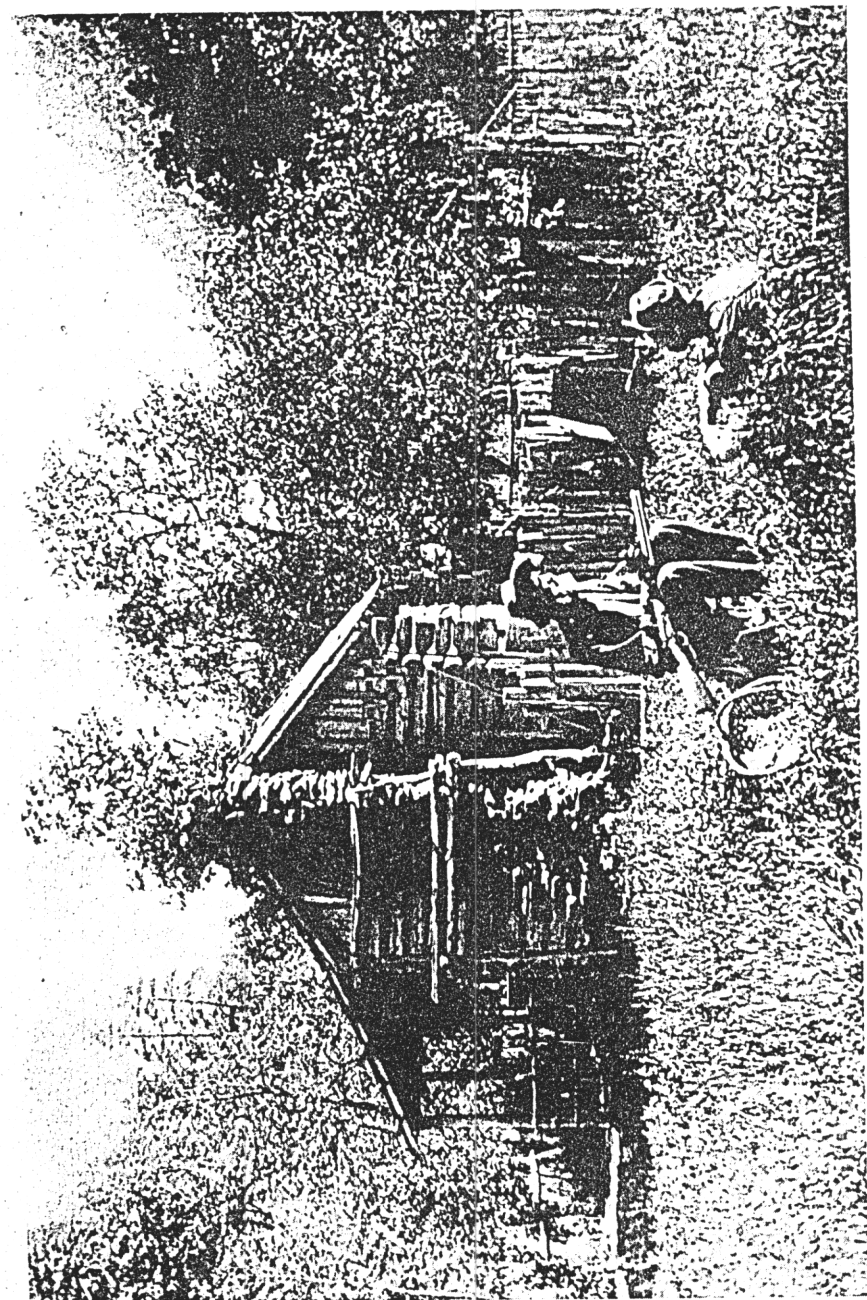
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The front printed wrapper of the original printing of George Tinker's book is reproduced on the front cover of the binding of this volume.



DAD THOMAS AND GEORGE H. TINKER AT THOMAS' CABIN ON OAK CREEK  
This is the only known photograph of Tinker, the author and publisher, though  
he is shown more rear than profile. Photograph taken during the 1880s.

## Foreword

The early days of the settlement of northern Arizona were all too briefly recorded on the printed page. The small book, here reprinted, was compiled in May or June of 1887, and published by its author during that year in an edition of only fifty copies in a size of  $5\frac{7}{8}$  by 9 inches, stapled binding, and with a tan paper wrapper, printed on the front cover. Of these fifty copies, only two are believed to exist today, one being in possession of this foreword's writer, a grandson of its author, and the other reportedly owned by another family member. The writer's copy came from his uncle Walter J. Hill's library, which is mentioned on pages 21 and 22 of the reproduced volume. A careful search has failed to reveal any other copy in the private or public library collections in Arizona or elsewhere. The rich vein of information on the pioneer personnel, the settlements, businesses, railroads, agriculture and livestock, and history of the region, would appear to make a new edition of the book of value to those interested in the development of this region of "upper" Arizona. Three years before the appearance of the book reprinted here, the author issued another publication entitled "Resources of Arizona." No copy of that publication is known to exist today.

George H. Tinker, the author, was born in Hartford, Connecticut. He was the only son of a pioneer publisher in that state. Soon after graduating from an eastern university, he came to northern Arizona on a hunting and fishing trip and after spending several months with Dad Thomas in the Oak Creek region he returned to Connecticut and was married.

After working on several daily newspapers in the east, he returned to Arizona. During 1882 he founded his paper, *The Arizona Champion*, some 115 miles west of Flagstaff, on the railroad at Peach Springs, which was then a small center of lumbering and stock raising activities. The first issue of this paper appeared in September.

The Atlantic and Pacific Railroad had just been completed, and when a larger shipping point was established at Flagstaff, he moved there in 1883 and the newspaper occupied a small building adjoining the J. Herman Dry Goods Store on West Aspen Street.



The *Arizona Champion* was now in a permanent location and the editor built a home and raised a family of four sons. After a formal education in the east, three of them embarked in various branches of newspaper publishing and one became a major league baseball player.

The newspaper prospered with the growth of northern Arizona and the editor dispatched two of his sons, John and William, out into every settlement to gather the news. He printed a weekly column devoted to Apache outrages throughout Arizona territory under the heading "Red Devils: Their Doings." He also made several trips with the troops when they were on the trail of Geronimo in the Sierra Madre Mountains of Sonora, Mexico. One of his grandsons has written a book on this adventure, using the notes he recorded.

Tinker's *Arizona Champion* on March 1st, 1884, published these bits of early Flagstaff color:

On the 23d instant, Shadick, a sporting character, called George Phelps, a stage driver, out of a saloon and shot him, the victim dying instantly. There was a strong threat of lynching, but the prisoner was finally lodged safely in jail. A fast woman was the cause.

On September 20, 1884, the *Champion* expressed its views about Flagstaff cowboys:

They are bragging, whiskey drinking bums who delight in six-shooters, fine horses, saddles and fast women. Their aim in life seems to be to have a good time. They delight in disconcerting the eastern tenderfoot. Nearly all die with their boots on, and no one mourns their death.

In 1886, the respectable citizenry was outraged when cowhands drove 1,200 frantically bellowing cattle down the main street of Flagstaff. Almost as irritating were the frequent forays of drunken cowhands, who loved nothing better than to ride full tilt down Railroad Avenue, whooping and firing their six-shooters into the air as the terrified populace scampered for cover.

The cowboy's disdain for the citified easterner in store-bought clothes was aptly illustrated in an 1886 *Champion* story about a young tenderfoot who whipped out his tiny .22 pistol in a saloon and threatened a cowboy who had been taunting him. The grimy cowpoke hooted, pulled out his long .45 and howled, "Here, bring that damn thing over and let it suck."

The first settlers had brief time for reading a weekly newspaper but the editor soon had a list of subscribers which included a majority of the residents in northern Arizona. When the nomadic population of prospectors, trappers and wagon men arrived in town they hastened to the nearest saloon to get a drink first and then read the news. My uncle A. B. Boyle (better

known as Sport Boyle), who was the owner of the Woodbine saloon, kept a stack of the *Champion* alongside the till. He told my grandfather that many of his transient customers, after several drinks at the bar would buy a copy, then sit at one of the tables to read. Many of them were slow readers and consulted the bartender frequently on unfamiliar words, in the meantime expressing the opinion that it required a few drinks "to level out the readin'."

After a laborious review of the news they seldom discarded the paper, but kept it for the ultimate purpose required later on the trail. Some of the critical readers swore it was only good for that purpose. At any rate the *Arizona Champion* served a dual use for many years.

The editor of the *Champion* lived long enough to see the advent of prosperity in northern Arizona. He was a charter member of the Arizona Press Association and its first secretary. He served as Justice of the Peace for several years, maintaining an office next to the Bank of Flagstaff, as will be noted by one of the box advertisements on the pages following the text in the reprinted book.

After his death, two sons, John and William, published the paper. In May 1891, they sold it to Mr. C. M. Funston who changed its name to *The Coconino Sun*, with an interval from late 1896 through 1897 as the *Flagstaff Sun-Democrat*. Mr. Fred S. Breen purchased it in 1898 and the present issue is called *The Arizona Daily Sun*.

I gratefully acknowledge my indebtedness to these gracious citizens of Flagstaff for their kind assistance in securing information and photographs for the book and foreword: Mr. Paul Babbitt and Mr. R. G. (Ted) Babbitt, of the pioneer Babbitt family; Mrs. Mildred Kiernan, Director, Flagstaff Chamber of Commerce; Mrs. Robert G. Delph, Librarian, Flagstaff Public Library; The Northland Press; and many others who directed me to them.

All of the illustrations, except the frontispiece, were supplied through the courtesy of Mr. Paul Babbitt and the Arizona Public Service Company.

BEN TINKER

Rialto, California, 1969

NORTHERN ARIZONA  
in 1887

ALSO BY THE AUTHOR

LEAD OF SUPERSTITION

ALFRED STARR

AND HIS SUPERSTITIONS

NEW YORK

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# A LAND OF SUNSHINE.

## FLAGSTAFF

AND ITS SURROUNDINGS.

BY

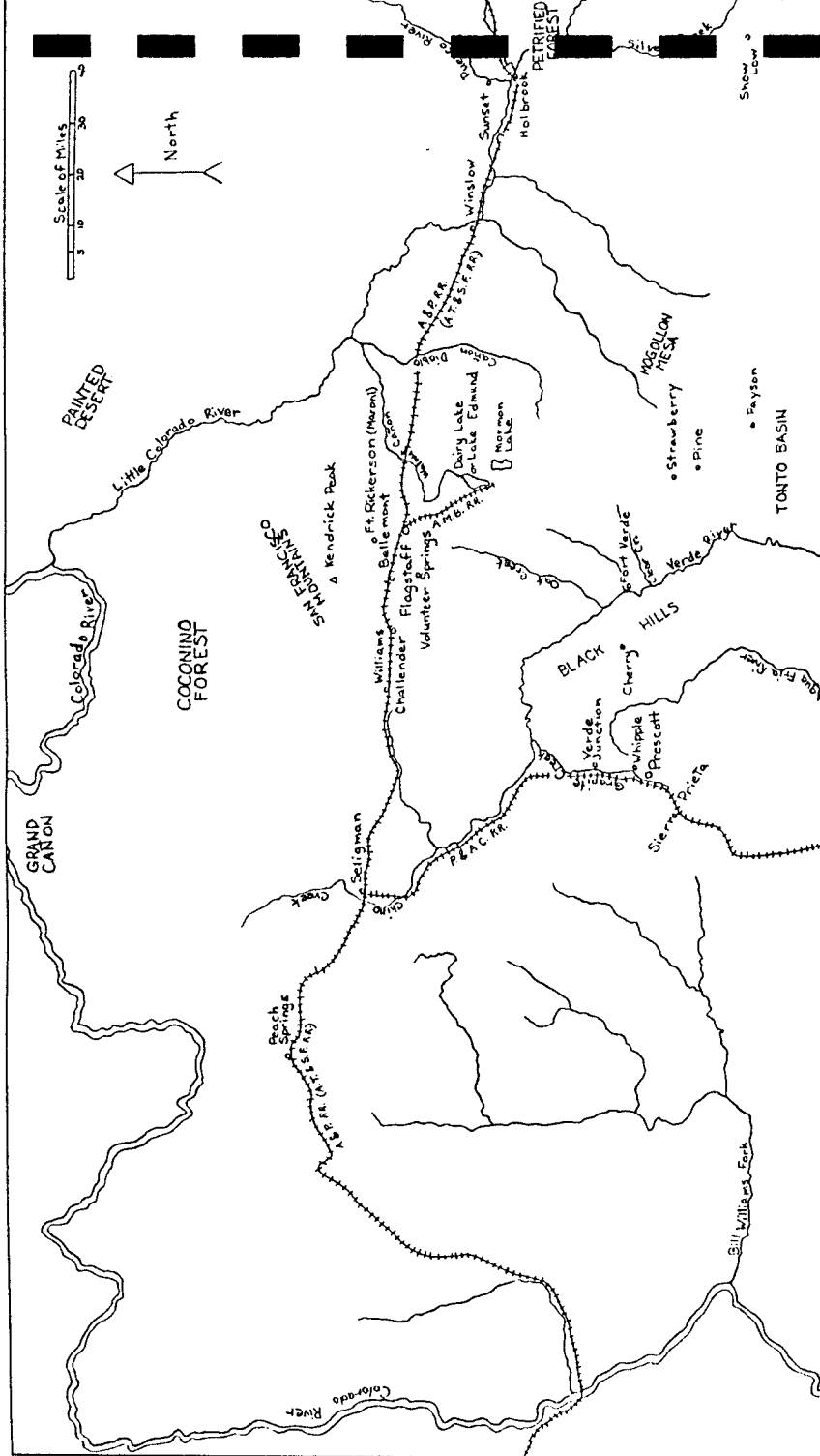
GEO. H. TINKER.

FLAGSTAFF, ARIZONA.

ARIZONA CHAMPION PRINT.

1887.

THE REGION OF NORTHERN ARIZONA



## FLAGSTAFF AND ITS SURROUNDINGS.

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**T**HE beautiful country which surrounds the base of the San Francisco Mountains may be said to have no history, although there are ample evidences that this land of sunshine was once occupied by a race of people who passed out of existence without leaving even a legend to inform us who and what they were, or what causes led to their destruction or removal.

A faint gleam of light is thrown upon its past by the Spanish explorers, one of whom, Vasquez de Coronado, came to the San Francisco Mountains by the valley of the Verde and remained for some time probably near where the town of Flagstaff now stands. From this point he sent out exploring parties in different directions, one of these discovered the Little Colorado River and named it Rio de Lino; another found the Colorado River below the cañon; another, Don Garcia Libez de Cardenas, was sent to the north and was the first man of the Caucasian race who beheld the wonders of the grand cañon of the Colorado. These Spaniards made no settlement here, and after their departure, about three hundred and fifty years ago, there is positively nothing known of the country until within the last half century.

When the country was ceded to the United States in 1847 there was not a single white man within a radius of two hundred miles from the San Francisco peaks. In 1855 Lieutenant Beale, in surveying a road from the Rio Grande in New Mexico to Fort Tejon in California, passed over the spot where Flagstaff now stands, and camping at the eastern extremity of the present town, his men cut the limbs from a straight pine tree, on which to run up the United States flag. The tree still stands there, shorn of its limbs, and gave the name to the town of "Flagstaff," when the first settlement was made here more than a quarter of a century later.

It was not until 1880 that there was any permanent settlement made here, when the first workmen engaged in building the Atlantic and Pacific Railroad reached this point. Then, what is now known as old town, sprung up, and that point was doubtless selected on account of the fine spring of water found there, and at that time it

natural scenery to be found in the world, where the mind is so interested and the eye so pleased that physical ailments are for the time forgotten.

As a sanitarium the neighborhood of the San Francisco Mountains has no equal in the health-giving regions of the whole Rocky Mountain range, and when this fact becomes thoroughly understood thousands of lives will be prolonged and an incalculable amount of human suffering alleviated.

## GRAND CAÑON OF THE COLORADO AND THE PROJECTED RAILROAD.

The great river of Arizona is the Colorado, one of the broad waterways of the continent which have their source in the Rocky Mountains and drain the whole country either into the Pacific Ocean or the Gulf of Mexico. The Colorado rises in the State of that name and in its upper course is known as the Green river. In passing through the southeastern corner of Utah it is joined by the Grand river, the two forming the Colorado, a stream 1,500 miles in length, and navigable for over 600 miles from its mouth. This river drains the whole Territory of Arizona, every stream within its limits being tributary to it. The grand cañon of the Colorado commences a few miles south of the point of the entrance of the river into this Territory and for a distance of over 400 miles of its course it plunges through the most stupendous chasm on the face of the earth. The gorge is cut through the metamorphic rock of the elevated plateau by the water in its passage from the mountains to the sea. It varies in depth from 1,000 to 8,000 feet and in width from one to eighteen miles. It is impossible to present a word picture that will present anything like an adequate idea of the marvels of this cañon, or rather group of cañons, for within the gorge there are hundreds of other chasms, some of them thousands of feet in depth. So also are there mountains which rise from its bed to an enormous height, on the summits of which you look down from the walls of the great gorge. Standing on the cliffs of the marble cañon—a name given to that portion immediately north of Flagstaff—the huge, turbulent stream at the bottom looks like a silver thread. You can travel down to it in a day's journey on foot, but it is a long and tiresome day's journey, and it will take you another course of the sun to climb back to the summit again. In some places it is so deep and abrupt that the stars glisten in all their nocturnal beauty at midday, while not even a stray gleam of sunshine has ever penetrated the abyss. Think upon it! miles upon miles of the grandest scenery in nature which has never seen a sunbeam, and into which the stars are continually peeping. But the sunshine can be seen gleaming afar off, making the distant crags look like burnished gold set with opals and



diamonds. The lights and shadows creating strange architectural forms, palaces, cathedrals, obelisks and bold battlements, behind which Titans might have fought. Fantastic rocks take the form of huge cities with silent streets, on which there are no footfalls, and away beyond, with their shining towers piercing the azure vault of heaven, are the temples of the Gods. It is a land of dreams and wonder, and any attempt to describe it in sober matter-of-fact language would be out of place. The efforts to convey any idea of its lofty picturesque grandeur would be a waste of adjectives. It is undoubtedly the greatest wonder of nature to be found on earth and it must be seen before any comprehension can be had of its marvels. A visitor might spend months here and never tire of its ever varying beauty. Imagine, if you can, a huge cleft in this great Arizonian plateau longer than it is from New York to Pittsburg. In places nearly as wide as the sea which divides England from France; in other places so narrow that a rifle ball can be fired across it, and deeper than San Francisco peak is above the town of Flagstaff or Pike's peak above Colorado Springs. But this only gives an idea of magnitude. Its myriad marvels and weird beauty are reserved for only those whose eyes are permitted to look upon this wonder land away below the crust of Mother Earth.

In 1884 Mr. John S. Morris, a gentleman from Portland, Maine, had occasion to visit Flagstaff on business connected with the then newly proposed Mineral Belt Railroad. While there the marvels to be seen at the grand cañon of the Colorado were being continually described to him by parties who had gazed into its mysterious depths, and the result was the formation in his mind of a project by which this wondrous work of nature might be thrown open to the public in general. His ideas, however, did not immediately resolve themselves into definite shape. He returned to his home in Portland, and there during the intervals that he could snatch from his business duties, turned the idea conceived in the wilds of Arizona over and over until it developed into a well defined scheme, by means of which the scenic treasures so long withheld from the people might be opened up and become accessible to all. When all his plans had assumed satisfactory shape in his mind, he proceeded once more to Flagstaff, for the purpose of consultation with residents, of examining the ground more thoroughly, and of beginning negotiations. He arrived here the second time in December, 1886, and immediately made known his mission to some of the prominent business men of the place. They were all in hearty accord with his plans and urged the advisability of pushing the undertaking along as rapidly as practicable. Accordingly a meeting of interested citizens was called early during the present year, and a corporation was organized under the name of the Flagstaff and Grand Cañon Railroad. Mr. Morris was chosen President of the new corporation, and to him, in connection with Mr. D. M. Riordan, the Treasurer, and T. R. Gabel, the former General Manager of the Atlantic and Pacific Railroad, and at

present connected with the Colorado Midland Railroad, was left the development of plans, the conducting of negotiations, and the general care and management of the undertaking.

The management entered into their work heart and soul. They lost no time in theorizing, but immediately put their heads together and formulated a definite plan of proceeding, which they determined to adhere to and begin to operate upon without delay. It was decided that the road should be run in connection with the Atlantic and Pacific Railroad and the Atchison System, thus giving an uninterrupted connection with all important points between Chicago and the Golden Gate. The intention is for the present at least to make it an exclusively tourist road; and such being the case, all its appointments are to be of a character fully up to the standard of any similar road in the East, and commensurate with the importance and the grandeur of its objective point. A surveying party under the direction and leadership of Engineer C. W. Jackson, was organized and fitted out for the purpose of making a preliminary survey to the Cañon. They chose as the most practicable route a road leading to the eastward of a spur of the San Francisco's that forms the background of the town, keeping close to the eminence upon which may be seen the remarkable ruins of the cave dwellers and blending with the wagon road on the north side of the mountain, over which parties now travel to the Cañon. The surveying corps struck the Cañon at a point some seventy miles distant from Flagstaff. This is the point usually visited by tourists, and affords the grandest view of the Cañon to be found in its winding course of from three to four hundred miles. It here attains a depth of 7,000 feet and a width of about twelve miles. Of the Cañon already described it is sufficient to add here that no man can stand on the brink of this awful chasm and peer into its yawning depths without feeling that he has before him the grandest expression of God's infinite power and majesty to be found on the face of the globe. No man can return from the viewing of this magnificent scene and doubt for a moment the success of any convenient mode of reaching it, when once the mysteries of its sublimity have been spread broadcast to the general public, even though it be in an imperfect way. Even supposing that the Cañon did not exist, or that it had but an infinitesimal portion of the attraction it possesses in reality, it would yet be well worth the time and money necessary for making the trip to the scientist, the pleasure seeker, and above all, to the weakly and infirm, merely for the viewing the scenery along the road.

The route followed by the surveying party passes through what is certainly the most interesting and beautiful region of Arizona, and it may here be safely said that there are but few places of equal extent on the continent that can offer such a diversity of charming and attractive scenery. The magnificent forest of pine extends the whole distance with the exception of a break about thirty miles from the town, caused by a great valley, that broadens out like an



immense fan, and extends to the Little Colorado River. The eye can pierce even beyond the river and distinguish the contour of the mesas and buttes that rise in the torrid atmosphere of the celebrated Painted Desert. Beyond this valley, which is but a few miles wider at the point where the proposed railroad is to cross it, the timber again appears and forms an immense forest, usually termed the Coconino, that extends to the brink of the Cañon. This forest, as yet unacquainted with the woodsman's axe, has a certain charm about it that one looks for in vain in woodlands that the inroads of civilization have deprived of their fairest ornaments, and filled with evidences of waste and desolation.

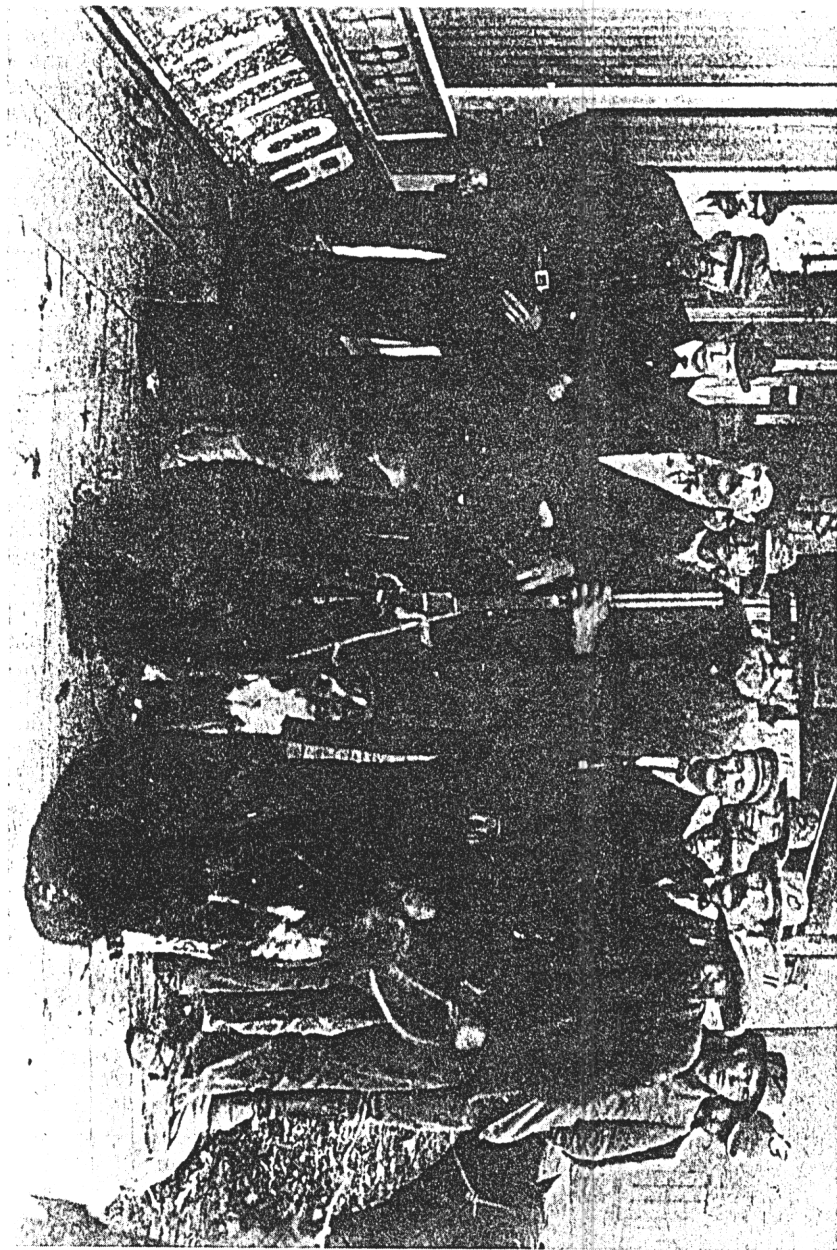
Such is a brief outline of the country through which the proposed railroad is to pass, and there can be no reasonable shadow of a doubt but that when it is opened up to travel it will attract thousands of visitors from far and near. It is the purpose of the management of the railroad to build a large and magnificent hotel at the Cañon, and to provide there all the requisites necessary for making it not only a pleasure resort, but also a sanitarium. For it is beyond question that there is no place in the west so salutary in its climatic effects on the weakly, especially those affected with pulmonary complaints, as is Flagstaff and vicinity. The bracing mountain breezes, the dryness of the atmosphere and the salubrity of the seasons render it far superior in this respect either to southern California or the resorts of Colorado. This proposed resort at the Cañon must also become the Mecca of the huntsman; for in the forests surrounding it is an abundance of game of all kinds. Deer, antelope and turkey may be bagged without difficulty, and for those fond of more adventurous sport, bear and mountain lion are waiting patiently for their advent.

Negotiations regarding the road have been steadily progressing in the east, and from latest accounts will be completed at no distant date. Work will be begun on the construction as soon as these negotiations have been closed, and in all probability next year's visitors to Flagstaff can enjoy the treat of a ride to the Grand Cañon, Nature's own masterpiece, over one of the most finished roads in the country.

#### THE CLIFF DWELLERS.

Another curiosity of this neighborhood of Flagstaff is the ruined city of the cliff dwellers at Walnut Cañon, which is situated about nine miles from the town in a southeasterly direction over a smooth and picturesque road, alternating in parks and pine forest. An account of these mysterious habitations of a bygone race written by Mr. M. I. Riordan, and published in the Chicago "Current" of November, 1885, gives a graphic account of a visit to this place. "After leaving the carriage we groped our way after the guide through some tangled foliage. But a few moments of this groping

FLAGSTAFF BEAR HUNTERS AND THEIR TROPHIES, 1900  
George Tinker is believed to be the man with the gold watch fob, just to the right of center. Among others in the photograph are John Verkamp, Tom Drum, Bear Howard, Billy Carrol, Mike Ferrall, Frank Dags, and Jim James.



Santa Fé System. The building of this road will necessarily stimulate the building of the road to the Grand Cañon of the Colorado, which will eventually be pushed northward until it makes a connection with the Utah Central, thus forming one through line from the borders of Canada to old Mexico.

### THE ARIZONA LUMBER COMPANY.

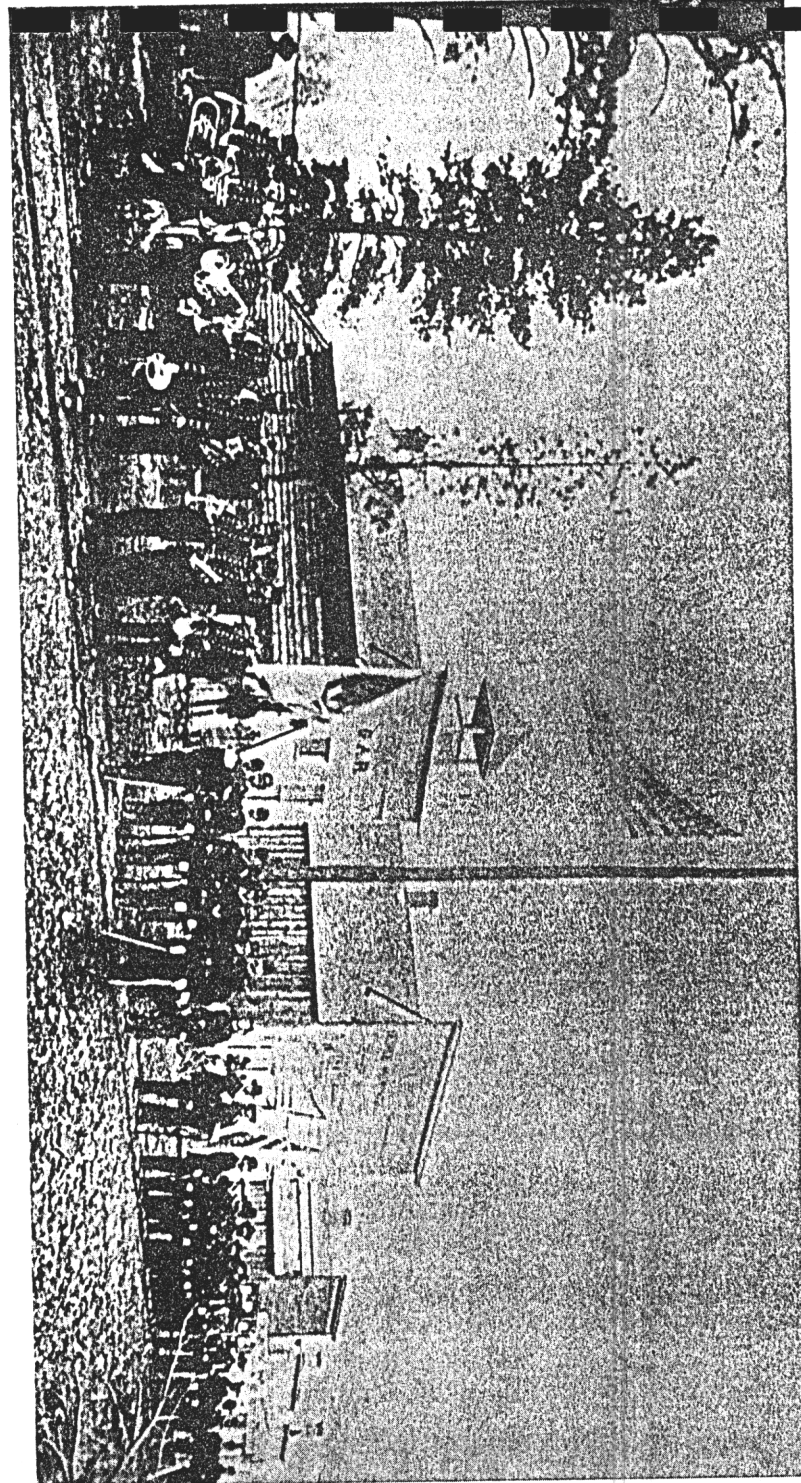
Not the least among the industries of our thriving western town is the production of lumber. The magnificent forest of pine that stretches away for miles and miles in each direction affords an almost limitless supply of the finest quality of timber for the manufacture of the various grades of lumber required for the western trade. The fact that this forest could be converted into an abundant source of wealth was recognized many years ago, but the unsettled state of the country and the difficulty of transportation deterred capitalists from investing to any great extent. The materialization of the long-projected Atlantic and Pacific R. R. and the consequent influx of immigration brought in its wake, or rather, a little in advance, eastern enterprise in search of a field wherein to expand and develop; and it was not long thereafter until the mighty forest that had heretofore known naught but the music of its own sighs, echoed from tree to tree the ring of the woodsman's axe.

When the Atlantic and Pacific R. R. was completed as far as Winslow, a distance of 286 miles from Albuquerque, its eastern terminus, Mr. Ed. E. Ayer, a prominent lumberman of Chicago, and an extensive operator in the pineries of Michigan and Wisconsin, shipped from Chicago a saw-mill outfit competent to turn out material of every description that might be required for the construction of a building in its entirety.

The ponderous machinery, including a Fraser & Chalmers' 120 horse-power engine, with a 12-foot drive wheel and a battery of four immense boilers, was drawn by ox teams from Winslow to Flagstaff, a distance of 58 miles, at an immense expenditure of money and labor. The machinery used in converting the timber into rough lumber consisted of a double circular sawmill capable of turning out 100,000 feet of material per day, and a gang edger with a like capacity. The sawmill proper was flanked with a shingle, lath and planing mill, each having a capacity proportionate to the daily total production of raw material.

Mr. Ayer chose a location for his mill buildings and lumber yards about a mile from the present site of the town of Flagstaff, and within eighteen hundred feet of the proposed line of the Atlantic & Pacific R. R. He spared no pains or expense in the mechanical equipment of his mill, and he took equal care that all the extraneous adjuncts should be of such a character as to render his estab-

ARMY TROOPS IN FLAGSTAFF IN THE 1880s



very high, being about 8,000 feet above sea level; consequently, in winter, the sheep are driven to a range near the Coconino forest, some fifty miles north, where there is but little snow and plenty of nutritious grass during the winter months. There are some cattle and a good many horses on the ranges, but Mr. Hill devotes his attention chiefly to sheep raising.

A visit to Volunteer Springs; seeing the perfection of the arrangements for carrying on this great industry of sheep raising and wool growing; viewing the beautiful residence of the proprietor, with its luxurious and tasteful appointments, and the magnificent scenery and natural advantages of the place, are sights that will never be forgotten, for Walter J. Hill can certainly truthfully claim the honor of having the model sheep range of the southwestern country.

Among the other extensive sheep raisers of this district are the Lockett Brothers, C. F. Schulz, the Berrine Land and Cattle Company, J. B. Smith, F. Rosilda, J. B. Tappan, Melbourne & Bell, and Messrs. Remer, Cameron, Howell, Norris and Lockwood.

### CATTLE GROWING.

The most extensive Land and Cattle Company in Arizona, is the Aztec Land and Cattle Company. Limited, chartered under the laws of the State of New York but with the principal officers in this Territory, where all their business is transacted. The office of the Company is at Holbrook in Apache county, on the line of the Atlantic & Pacific Railroad. The executive officers are Mr. Henry Warren, Vice-President and General Manager; E. J. Simpson, Ranch Superintendent; Henry Kinsley, Ass't Treasurer, and F. A. Ames, Land Agent. All of these gentlemen are stockholders in the Company, reside in Arizona, and are fully indented with the best interests of the Territory. The Company began operations in the Territory in 1885, by a purchase of 1,000,000 acres of land of the Atlantic & Pacific Railroad Company. The land lies in Apache and Yavapai County; and embraces a tract forty miles, north and south, in width, and over eighty miles, east and west, in length. Upon this extensive range the Company have placed some 40,000 head of Texas cattle. In Yavapai county the land belonging to the Company is in many places covered with a heavy growth of pine timber, and as the Mineral Belt R. R. runs through the western edge of the range, much of this timber will eventually be utilized and manufactured into lumber. The soil in these pine forests is rocky, without underbrush, and covered in the summer with a luxuriant growth of grass. While here and there in the forest are interspersed beautiful open valleys or parks in which the soil is rich and agriculturally valuable, as it will produce good crops of small grain and vegetables, especially potatoes. The elevation of this pine tree country is nearly

7,000 feet, the climate is cool and dry, and water is had from springs, lakes and wells. The "Dairy Lake" or "Lake Edmunds," situated about 27 miles southeast of Flagstaff, is a large sheet of water some two miles in width, and nearly 15 miles around it. Going east the Company's range slopes gradually down the mountain side to the valley of the Little Colorado River, where the elevation is 4,200 feet. On this stream is situated Holbrook in the center of a valley through which passes the Atlantic & Pacific R. R. The Little Colorado contains a supply of water amply sufficient to irrigate several thousands of acres of rich land which lies contiguous to the river in the Holbrook valley. Near the eastern boundary of the Company's range run Silver creek, and Show Low creeks, both being fine mountain streams with a bountiful supply of water, and plenty of rich land along the banks, which can be irrigated and cultivated for fruit, small grain and vegetables.

In his last annual report, Mr. Warren says, "To this Company, as to many other large land and cattle owners, the great questions are: What can be done to save the loss sustained in shipping cattle to distant markets? To make our cattle realize more when sold, and to thus enhance the productive value of our grazing lands? To my mind the answer seems plain. Establish the slaughter house on or near the cattle ranges, and displace the cattle car with the refrigerator car. In our own case I know of no better place for such an establishment than at Flagstaff, where the Mineral Belt R. R. forms a junction with the Atlantic & Pacific R. R."

Should the Aztec Company meet with proper encouragement, we have no doubt that they will be important factors in the establishment of a large and profitable lumber as well as slaughtering and refrigerating establishment at or near Flagstaff. The country about here bears a strong resemblance to that of East Tennessee and West Virginia, while our climate is more equable and pleasanter than those regions. Recognizing the fact that occupation and cultivation of the soil is the best boom that can come to any new country, the Aztec Company will sell all their arable lands in tracts to suit purchasers at low prices to *bona fide* settlers. Farmers intending to locate in this Territory will find this a rare chance. They will obtain excellent crop-bearing land in a climate that is incomparable on this continent, with the advantage of being near a through line of railroad where their produce can always be shipped to advantageous markets.

THE ARIZONA CATTLE COMPANY.—No one can ever grow tired of the beautiful country around the San Francisco Mountains, with its grand scenery, health-giving climate, luxuriant parks and noble forests, and no portion of it is more beautiful than the locality surrounding Fort Rickerson, the headquarters of the Arizona Cattle Company. Leaving Flagstaff and traveling in a northwesterly direction, this company's land commences one mile from the town and

The Atlantic and Pacific Railroad, one of the great transcontinental lines of travel, traverses Northern Arizona almost on the line of the thirty-fifth parallel of north latitude. It enters the territory by the valley of Puerco and follows it to its junction with the Little Colorado, near the town of Holbrook. After reaching the town of Winslow it crosses the plains for a distance of about forty miles until it reaches the densely wooded slopes of the San Francisco foot-hills. In its way across the plain it crosses Cañon Diablo, a deep chasm over which a bridge has been built, 225 feet above the bed of the cañon. Creeping up the slope of the mountain base to a height of 7,335 feet, Flagstaff is reached, surrounded with its dense pine forests, and, with a grand spur of the "Rockies" for a background, after running upon this elevated plateau for about 40 miles, the road descends until it reaches the Colorado river, the western boundary of the Territory, which it crosses by a bridge, 1,600 feet in length, into the State of California. The traffic of this great continental route is increasing so rapidly that its earnings have more than doubled within the last year.

### THE BUSINESS OF FLAGSTAFF.

The quiet but sure and solid progress in the growth of Flagstaff during the past year is a positive indication of the important position the town must assume, in the near future, among the rising cities of the southwestern portion of this continent. There has been no startling "boom," such as has been experienced in many towns of Southern Kansas and Eastern Colorado, where real estate values have ran up to fabulous prices, causing an excitement which in many cases will subside as rapidly as it was created—or more properly speaking, manufactured by local operators. Flagstaff has grown with marvelous rapidity, but without any concerted effort to attract attention to the place. It is only a few months since business men began to realize the fact that the town was rapidly increasing in size and population and its business extending week by week. The growth had been so quiet that it was scarcely noticed, until the number of new buildings, in all stages of construction, forced upon the people's notice the fact that what was a little more than a year ago (after the fire) a deserted desolate village was now a thriving prosperous town.

The business interests of this continent has been developed in a series of circles, smaller circles being formed as the necessity has arisen out of larger ones. Fifty years ago these circles environed points of supply, which were few in number. New York, Boston, Philadelphia, New Orleans and St. Louis were the only big trading places. St. Louis did all the heavy mid-continental trade; then Chicago sprung up and soon monopolized the northwestern part of it. Westward Kansas City grew and appropriated a section for

itself. Within the last ten years Denver has become a point of supply for the larger portion of the central Rocky Mountain region and divided the southwestern business with Kansas City until Albuquerque loomed up and asserted her claim to be the supply point for New Mexico and Arizona, and it has done probably as heavy a business as any town of its size on the continent. Thus it can be seen how the country becomes subdivided into smaller circles as regards its commerce and how points of supply rapidly rise into importance as a country settles up and develops. The location of these new centers of business are controlled by two factors—through railway communication and being approximately the geographical center of a newly developing region. There is at present no central point of supply between Albuquerque and the Pacific Coast cities. This vast range of country is settling up and by a rule as immutable as the laws of nature, there must arise in this vast region of the southwest another commercial entrepôt to supply its rapidly growing needs, and Flagstaff will be the place.

The public school building of Flagstaff is situated midway between the town and Milton. During the last vacation a wing was added to the building, doubling its size, to accommodate the increasing number of scholars. The school is in charge of Mr. C. Crothers, and Miss Flora M. Weatherford is teacher of the intermediate department.

The Knights of Pythias have a large and prosperous lodge, and a Masonic lodge will soon be started.

Ransom Post, G. A. R., Commander D. F. Hart, have a commodious hall, which was built about two years since.

The precinct officers of the town are George H. Tinker and J. Y. Crothers, Justices of the Peace, E. F. Odell and J. J. Donohue, Constables; John W. Francis is Deputy Sheriff.

A new railroad depot is about to be erected, which will be the largest and handsomest on the whole line of the Atlantic and Pacific Railroad.

A weekly paper is published here, named THE ARIZONA CHAMPION. Its editor and proprietor is George H. Tinker. It has the largest circulation of any newspaper along the line of the Atlantic and Pacific road.

Prescott, the territorial capitol, is about 100 miles southwest of Flagstaff. It is situated on Grande creek in a beautiful glade among the foot-hills of the Sierra Prieta range. It is hemmed in on three sides by mountain ranges, and the location is an exceptionally charming one. In the center of the town is a large plaza where stands the county court-house, a handsome structure of brick and stone two stories in height. The principal business of the town is done around this plaza, while on the surrounding hills many neat and elegant homes have been built from which can be obtained splendid views of the surrounding country. There are some extensive mercantile houses here, which carry heavy stocks of goods and do a large business. There is also a public hall, a well arranged theater,



The Little Colorado river runs within about one mile of the town, which is the supply point for the many sheep ranges along the banks of that river. The principal merchant of the place is J. H. Breed, who does a large business with the cattle and sheep men of that section of the country. Mr. Breed was elected as councilman from Apache county to the last territorial legislature, where he made an excellent record. There is a comfortable hotel here kept by F. C. Demorest, and among the other enterprising business men of the place are Messrs. Lesser & Sawyer, F. A. Thompson, J. L. Flinn.

About one and a half miles north of Winslow is the Mormon settlement of Sunset, once a flourishing place, but now almost deserted. About five miles southeast of the town is the headquarters of the Watters Cattle Company, who have a fine range well watered. G. W. Gerton is the resident manager of the company, whose headquarters are at Savannah, Mo.

Forty miles further east is the town of Holbrook, situated in a rich agricultural country in the valley of the Little Colorado. A large tract of excellent land has been reclaimed here by a very successful system of irrigation. There is a very pleasant and commodious hotel here kept by F. M. Zuch. The principal merchants are Adamson & Burbage. Holbrook is the headquarters of the Aztec Land and Cattle Company.

Not far from here is the famous petrified forest, on the banks of the Lithodendron creek. The limbs and branches of the trees of a forest which is several miles in extent are found to be petrified to solid rock. One of these petrified trees found here was ten feet in diameter. The dead monarchs of the forest show clearly every fibre of the wood transformed into different varieties of rock, the heart of a tree being sometimes a mass of sparkling crystals. A weekly paper, the *Apache Critic*, is published at Holbrook by Mr. Frank Reed.

South of Flagstaff, as before stated, there will be in the near future a rich agricultural country. The land is fertile, well watered and only waiting for the husbandman. In this region there are many prosperous settlements. Tonto Basin alone contains about 1,500 people, the principal settlements being Pine, Payson, Run Rock, Pleasant Valley, Strawberry Valley and Wild Rye, all engaged in agriculture or stock-raising. Pine is beautifully situated, and is one of the prettiest villages in the southwest. Fifteen miles from this point is Payson, which has a present population of about 500, and is rapidly increasing. It has a number of business houses and two large general merchandise stores, several restaurants, livery stable, a brewery and a number of saloons, also a good school. Tonto Basin is rich in magnificent timber, and very little of it has seen the woodman's axe. There is also a large quantity of land yet unoccupied, where excellent crops can be raised.

THE ARIZONA CENTRAL BANK is a monetary institution that has contributed much toward the rapid growth and commercial advance-

at a small margin of profit. Mr. Salzman purchased the business of Nathan Barth only a few months since, and he is already doing a heavy business, and is able to compete with any house in the southwest.

A. C. Morse owns the Flagstaff livery stables where he has some fine turn-outs in the shape of carriages and buggies, also some fine saddle horses. Horses are also boarded and taken care of here in a proper manner. Convenient vehicles can be obtained here for a visit to the Grand Cañon of the Colorado, which is a splendid drive over a magnificent country.

The fruit dealers of Flagstaff are O'Neill & Black, Robert Richards and C. A. Keller. O'Neill & Black's is the old established firm in this line, and supply their customers with fresh fruit and vegetables of all kinds. California fruits are received every day all the year round, in just as good condition as where they are grown.

G. A. Bray is an enterprising dry goods merchant who recently removed from Prescott here. He carries a large stock of every variety of ladies' wear and clothing for gentlemen, confining his business to these lines of goods exclusively.

J. G. Stewart does a grocery and provision business, and has a fine retail trade, supplying his customers with the best of quality at bed-rock prices.

In conclusion we say that Flagstaff and vicinity offers to the hard worker, honest and energetic people, a vast field to develop their energies, as well as the resources of this rich and beautiful land. It only needs the vim, perseverance and determination of the immigrant who settles here to make this section of Arizona one of the richest in the territory, and himself and family in a few years independent for life. As pleasant homes can be established here as in any portion of the Pacific Coast, and man can surround himself with every comfort found in older lands. Reader, if you are in search of a home, come and see for yourself a region where nature has bestowed her treasures with a lavish hand, and created a land of sunshine.

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